6.0 OTHER REQUIRED CEQA SECTIONS

6.1 INTRODUCTION TO ADDITIONAL CEQA REQUIREMENTS DISCUSSED IN THIS SECTION

Pursuant to Section 15126 of the California Environmental Quality Act (CEQA) Guidelines, this section explains any significant and unavoidable environmental effects, describes significant irreversible environmental changes, and discusses growth-inducing impacts relevant to the Chevron El Segundo Marine Terminal Lease Renewal Project (Project).

6.2 SIGNIFICANT ENVIRONMENTAL EFFECTS OF PROPOSED PROJECT THAT CANNOT BE MITIGATED TO LESS THAN SIGNIFICANT

Significant environmental impacts of the proposed Project would remain significant and unavoidable after the incorporation of feasible mitigation measures.

The proposed Project would not cause any unavoidable significant adverse impacts under normal operations. The following are unavoidable significant impacts that could occur in the event of an oil or product spill.

Cumulatively, oil spills are considered to be a significant impact. Small spills can be mitigated and are classified as less than significant. Large oil spills greater than 50 barrels may not be completely contained and, therefore, would be considered significant impacts. There are a great number of state, Federal, and international regulations governing marine terminals and the transportation of hydrocarbons by vessel. Presently, the most effective measure that can increase the safety of marine terminals and associated vessel traffic is strict observance and enforcement of these regulations.

The California State Lands Commission (CSLC) will continue to review operations of marine terminals and institute preventative measures to increase safety on a case-by-case basis focused on an analysis of the facility. Through these measures, the risk of accidents should be reduced, and small spills would be rapidly cleaned up. Large spills would still have the potential to cause significant adverse impacts.

Water quality impacts would result from changes in water chemistry after an uncontained spill of crude oil or product either at the Marine Terminal or en route. The severity of the impact is dependent on: (1) the size of the spill; (2) composition of the oil; (3) characteristics of the spill event (instantaneous versus prolonged discharge, location of the spill, and type of operation); (4) the environmental conditions and the effect of these conditions on propagation of the spill; and (5) the effectiveness of clean-up operations. At the Marine Terminal, any size spill would violate water quality

objectives and would cause an unavoidable significant impact. Along the shipping routes to and from the Marine Terminal in Santa Monica Bay and the adjacent coast, large spills from tankers could also cause unavoidable significant impacts to water quality. Chevron Products Company (Chevron) has prepared and currently maintains a Marine Terminal Operations Manual and a Spill Prevention Control Countermeasure Plan. These plans would reduce the potential impacts from a petroleum product spill into Santa Monica Bay. However, the possibility of a spill occurring cannot be precluded.

Significant adverse impacts on biological resources would occur from a major oil spill. Several levels of mitigation exist for significant impacts on biological resources. These levels of mitigation are: (1) prevention; (2) containment; (3) avoidance of sensitive resources; (4) cleanup and rehabilitation of oiled areas; and, (5) restoration and compensation for damaged resources and habitat. The residual impact would increase from (1) prevention to (5) restoration and compensation. Prevention of spills would eliminate all oil spill impacts to biological resources. Containment and avoidance of sensitive areas might reduce impacts to less than significant if the spill did not occur in the immediate vicinity of sensitive resources. If spills cannot be contained and sensitive areas cannot be avoided, the residual impact would be significant. Cleanup, rehabilitation, restoration, and compensation could reduce the impacts but not to a level of less than significant. Significant impacts could also occur during cleanup operations depending on the method(s) selected during oil spill response operations, e.g., if the regulatory agencies determined that the use of dispersants was needed (see Appendix H).

A moderate to great earthquake along one of the faults in the Project vicinity would result in strong to intense ground motions at the site, including high ground accelerations beyond design specifications for facilities and, potentially, tsunamis. Ruptures of onshore tanks, pipelines, and other components of the Marine Terminal facilities could occur and spill petroleum products. The standards generated by the Marine Oil Terminal Engineering and Maintenance Standards provide specific requirements for a comprehensive program to minimize and prevent spills at marine terminals, and to minimize spill impact should one occur. These regulations established a comprehensive inspection-monitoring plan whereby CSLC inspectors monitor transfer operations on a continuing basis. New facilities or piping should incorporate earthquake-resistant designs as required by existing building and seismic codes. Responsibility for implementation would include the city of El Segundo Department of Planning and Building Safety. By incorporating earthquake-resistant design into newly

engineered facilities, and by following recommended mitigation measures, impacts from future seismic activity can be reduced. However, it is economically infeasible to construct facilities which are completely resistant to damage from the possible high ground accelerations associated with a major or great earthquake in southern California. Therefore, potential adverse impacts are unavoidable, and would remain significant.

With respect to the potential for tsunamis, the operations manual should provide procedures for a tsunami alert, and a rapid departure of vessels in berths or in the area. Even with this mitigation measure, potential adverse impacts are unavoidable, and impacts would remain significant.

Uncontained spills would also cause aesthetics impacts. The presence of the oil on the water would change the color and, in heavier oiling, the textural appearance of the water surface. The presence of the oil on shoreline surfaces could result in the covering of these surfaces with a brownish to blackish slick or gooey covering. In oil spill events, where medium to heavy oiling is encountered over a wide-spread area and where cleanup efforts and residual effects of oiling may be observed for more than three months, unavoidable significant adverse impacts on the aesthetic resources of the beach area are projected. The labor and equipment involved in the cleanup itself would also contribute to the visual impact. Since a spill cannot be completely avoided even with spill prevention measures in place, these impacts would remain significant.

Land use and recreational impacts could result if oil spill cleanup efforts along the shoreline as well as water-related uses are disrupted by the presence of oil. Recreational activities would be prohibited until cleanup or dissipation. Depending on the location of the spill, recreational activities impacted could include sportfishing, swimming, surfing, boating, and beach activities. Again, since a spill cannot be completely avoided even after spill prevention measures are in place, these impacts would remain significant.

6.3 SIGNIFICANT ENVIRONMENTAL EFFECTS OF PROPOSED PROJECT THAT WOULD BE IRREVERSIBLE IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with CEQA Section 15126(f), this section presents the irreversible changes related to the use of, or long-term commitment of, nonrenewable resources. Irreversible changes represent long-term environmental damages that could result from the proposed Project.

Because of the natural degradation effects of weather and gradual dispersion, the impacts of large oil spills may be reversible when measured over a long enough period of time. However, if a large oil spill were to cause enough biological damage so as to result in or contribute to the elimination of a species, an irreversible impact would result.

Nonrenewable fossil fuels would be refined and consumed as a consequence of the continued use of the Marine Terminal.

The Marine Terminal operation indirectly facilitates the extraction and use of oil reserves, adding to the eventual depletion of a limited resource. However, the primary stimulus is demand, which would remain the same for any of the alternatives, including the No Project Alternative.

6.4 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

The proposed Project involves the exercise of an option to renew a lease so the Chevron Marine Terminal can continue to operate in the same location that it has operated since its inception. The continuation of actions at the Marine Terminal will not induce growth. Even with an assumed future increase in import activity through the Marine Terminal, no growth inducement would result because these imports would replace a concomitant decrease in the crude oil received through onshore pipelines due to the reduction of onshore crude oil extraction capability.

No increase in jobs is projected as a result of the project; therefore, no increase in housing or other aspects of the surrounding environment that would be affected by job growth would occur.